Stabilisation of Tea Prices

5998. SHRI VILASRAO NAGNATHRAO GUNDEWAR: Will the Minister of COMMERCE be pleased to state:

(a) whether the Government propose to discuss with the other tea producing countries, the issue of stabilisation of the prices of tea in the international market;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMERCE (SHRI P. CHIDAMBARAM): (a) and (b). The issue of stabilisation of prices of tea in the international market, is *inter-alia*, discussed in the Inter government Group under the aegis of Food and Agriculture Organisation every year, where India and other importing and exporting countries normally participate. In the 9th session held in 1991 the need to agree upon some decisive collective action to arrest steady fall in tea prices and to achieve longterm stability in the world market was emphasised. Among other possibilities implementation of export quality standard ISO 3720 both by exporting and importing countries was suggested. The Group agreed to place major emphasis on expanding consumption of tea.

(c) Does not arise.

Expansion of Ports

5999. SHRI MOHAMMAD ALI ASHRAF FATMI:
SHRI NITISH KUMAR:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the profit earned by Shipping Corporation of India during 1991-92;

(b) the number of ships proposed to be added to the fleet during the Eighth Plan and funds required therefor; and

(c) the proposals for expansion of major ports during the Eighth Plan?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLIER): (a) The Annual Accounts of Shipping Corporation of India for the year 1991-92 have not been finalised so far. According to Memorandum of Understanding signed between Shipping Corporation of India and the Ministry, the budgeted profit for the year 1991-92 is Rs. 116 crores.

(b) The Shipping Corporation of India has proposed to add 114 ships to their present fleet during the Eighth Plan Period. The investment required for acquisition of these ships would be of the order of around US $ 2546 Million.

(c) The Eighth Plan has not been finalised

Ships for Shipping Corporation of Inida

6000. SHRI MOHAMMAD ALI ASHRAF FATMI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Cochin Shipyard Limited and Hindustan Shipyard Limited have received Ship building orders from Shipping Corporation of India;

(b) if so, the number of ships built by Hindustan Shipyard Limited and Cochin Shipyard Limited during the last three years of Shipping Corporation of India;

(c) whether Shipping Corporation of India had fixed the time of delivery and cost of the ships while placing order;

(d) if so, the details thereof;

(e) whether these Shipyards are not supplying the ships at the fixed price; and

(f) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTILER): (a) Yes, Sir.

(b) During the last 3 years, the Hindustan Shipyard Limited (HSL) delivered to Shipping Corporation of India Limited (SCI) 2 ships of 27,000 DWT each. Two ships of 42,750 DWT each are in various stages of construction while I ship of 27,000 DWT has been constructed and sea-trials were carried out in March, 1991.

The Cochin, Shipyard Limited (CSL) has delivered 1 Tanker of 86,000 DWT. One Tanker of 86,000 DWT was launched on 29.2.92 and outfitting in this ship is in progress. For the 3rd Tanker, part of steel materials has been ordered and the construction is expected to be taken up during 1992.

(c) Yes, Sir.

(d) The provisional price and delivery dates the indicated while placing the orders are given in Statement attached.

(e) and (f). The cost of construction of different types of vessels has gone up. leading to a wide cost-price gap. The HSL is passing through a very severe financial crisis. In order to revive the Shipyard, a proposal to allow HSL to sell the 3 vessels (namely, vessel Nos. 1130, 1131 and 1132) at prevailing market price is being considered in order to enable the Shipyard to meet the immediate cash flow problem.

Considering the wide cost-price gap, a proposal for revision of the price of the 3 Tankers ordered on CSL (including the one already delivered) has been mooted.

STATEMENT

Yard	Vessel No.	Vessel Type	Price Payable by Owner (Rs. in Crores)	Original date of Delivery
1	2	3	4	5
HSL	1128	27000 DWT (Bulk Carrier)	18.00	30.9.84
	1129	-do-	18.00	30.12.84
	1130	-do-	18.00	31.3.85
	1131	42750 DWT (Bulk Carrier)	22.25	30.6.88
	1132	-do-	22.25	31.12.88
CSL	007	86000 DWT	37.10	31.3.89
	008	-do-	37.10	28.2.90
	009	-do-	37.10	31.1.91